

## **DRAFT**

The Traffic Committee meeting was called to order at 7:30 p.m. in the Lower Level Conference Room at Troy City Hall on April 16, 2003 by Ted Halsey.

### **1. Roll Call**

PRESENT: Ryan Deel  
John Diefenbaker  
Ted Halsey  
Richard Kilmer  
Thomas Sawyer, Jr.

ABSENT: Jan Hubbell  
Charles Solis

Also present: John Abraham, Traffic Engineer  
Lt. Robert Matlick, Fire Department

and Item 3 Howard Toben, 3437 Balfour

Item 5 John Pitrone, The Hayman Co., #400, 5700 Crooks, Troy

### **2. Minutes – March 19, 2003**

Motion by Kilmer  
Seconded by Diefenbaker

To excuse Mr. Solis and Ms. Hubbell, as they are out of town.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Mr. Sawyer asked that the minutes reflect that he had previously informed the Traffic Engineer that he would be out of town and unable to attend the March meeting. The Traffic Engineer indicated that the reason for absence was mentioned at the March meeting. Mr. Sawyer requested a motion at this time to excuse him from the March meeting.

Motion by Diefenbaker  
Seconded by Kilmer

That the minutes reflect that Mr. Sawyer is excused from the March 19 meeting.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Motion by Kilmer

Seconded by Diefenbaker

To approve the March 19, 2003 minutes as printed.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**3. Remove NO TURN ON RED 7-8 a.m. Prohibition at Coolidge and Long Lake.**

Mr. Howard Toben of 3437 Balfour requests that the above-mentioned turn restriction be removed. Mr. Toben indicated that in the mornings between 7:15 and 7:45 the right turn lane is full of vehicles that are waiting to make right turns, and at times the right-turn vehicles overflow into the through lanes on northbound Coolidge, causing congestion on northbound Coolidge for everybody. Mr. Toben requested a study to determine prohibiting right turns on red between 7 and 8 a.m. is necessary.

The NTOR signs were installed in early 1994 as a result of requests from the Troy High School. At that time, the major access to the school was from Long Lake Road and making left turns from westbound Long Lake into the school driveway was difficult due to very few gaps in traffic.

A study in 1994 also revealed that 82% of all right turn traffic on northbound Coolidge made a right turn on red, thus creating continuous flow of traffic on Long Lake Road in front of the high school. Subsequently, the restrictions were placed on Coolidge and were found to help the high school traffic during arrival time.

Today, the high school traffic is controlled by a traffic signal at the high school drive and Long Lake Road. A study of traffic on northbound Coolidge between 7:15 and 7:45 a.m. was also performed, and it was found that in the 30-minute period, 230 vehicles made a right turn. During the same period, there were seven occasions when more than 30 vehicles were waiting to make right turns. There was heavy congestion on northbound Coolidge between 7:30 and 7:45 when all lanes were moving very slowly approaching the intersection. Allowing right turns on red can ease some of this congestion. The approach was also studied to find if the following

warrants for NTOR are met. NO RIGHT TURN ON RED (NRTOR) signs are normally installed if one or more of the following conditions exist:

1. Sight distance to vehicles approaching from the left is inadequate.
2. The intersection area has geometric or operational characteristics which may result in unexpected conflicts.
3. There is an exclusive pedestrian phase.
4. Significant pedestrian conflicts are resulting from RTOR maneuvers.
5. More than 3 RTOR traffic crashes per year.
6. There is significant crossing activity by children, elderly or physically challenged people.

None of the warrants were met for the northbound Coolidge approach.

Mr. Toben addressed the committee and reiterated his concerns about the turn prohibition causing traffic congestion. The committee agreed that since there is now a traffic signal to facilitate turns into the high school drive, the NRTOR sign is no longer needed to provide gaps in Long Lake Road traffic.

The committee mentioned that if parents would drop their kids on Northfield Parkway instead of taking them to the school door, traffic in the school driveway would be considerably lighter.

Mr. Toben asked about the possibility of having a police officer direct traffic in front of the high school for half an hour in the morning. Dr. Abraham said there is currently a school employee who does an admirable job directing traffic.

Motion by Diefenbaker  
Seconded by Kilmer

To recommend removal of the NO TURN ON RED sign at northbound Coolidge at Long Lake Road.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

Mr. Halsey requests that the Traffic Engineer monitor traffic flow at the Coolidge/Long Lake intersection for a few days after the NRTOR sign is removed.

**4. Install STOP or YIELD Sign on Lamb at Willow Creek**

Ann O'Neill, 4250 Willow Creek, requests traffic control on Lamb at Willow Creek. She indicates that Lamb is being used as a cut-through between Rochester and John R, and vehicles are speeding through the area. She feels STOP or YIELD signs on Lamb may slow traffic. Given the configuration, the request will be to install 3-way STOP signs at the intersection.

Willow Creek carries around 320 vehicles in a day while Lamb carries around 1300 vehicles in a day. Average traffic volumes on Troy residential roads vary between 300 and 5000 vehicles per day.

Traffic counts indicated that the peak morning time for Lamb east of Willow Creek was between 7:45-8:00 a.m., with 41 vehicles. The afternoon peak was 5:30-5:45, with 40 vehicles.

A sight distance study was performed for the intersection and no significant sight obstructions were observed.

Installation of a multi-way STOP would be warranted under one of the following conditions as per the Michigan Manual of Uniform Traffic Control Devices (MMUTCD).

- a. Where traffic signals are warranted and urgently needed, the multi-way STOP is an interim measure that can be installed quickly to control traffic while arrangements are being made for traffic signal installation.
- b. An accident problem as indicated by five or more reported accidents of the type susceptible of correction by a multi-way STOP during a 12-month period. Such accidents include right and left turn collisions.
- c. Minimum Traffic Volume – The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour for any eight hours of an average day.

None of the above warrants were met for the intersection.

Mrs. O'Neill was mailed a brochure of the City's Neighborhood Traffic Harmonization Program. If there is enough support from the neighborhood, this program can be implemented in the neighborhood.

No one appeared to address this issue.

Motion by Kilmer  
Seconded by Sawyer

To recommend no changes at the intersection of Lamb and Willow Creek.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**5. Establish Fire Lanes at 5600 Crooks Road**

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

The problem at this property, the Palms Restaurant, is that valets use the north, south and west sides for parking customers' cars, restricting entrance by emergency vehicles. Lt. Matlick has spoken to them several times, but the practice has continued. Vehicles parked in these areas would pose obstructions to any fire/emergency vehicles.

John Pitrone, of the Hayman Company, is agent for the owners of the property. He had no objections to the proposed fire lanes and feels that the fire lanes will enhance safety in the area.

Motion by Diefenbaker  
Seconded by Deel

To establish fire lanes at 5600 Crooks Road per the attached sketch.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**6. Establish Fire Lanes at 1152 East Long Lake Road**

Section 8.28, Chapter 106, Troy City Code, provides for the establishment of fire lanes on private property. The Fire Department recommends that the fire lanes

shown on the attached sketch be provided to allow proper deployment of and travel by emergency vehicles (fire, police, medical).

Motion by Diefenbaker  
Seconded by Sawyer

To recommend that the fire lanes/tow away zones shown in the attached sketch be established at 1152 East Long Lake Road.

YEAS: 5

NAYS: 0

ABSENT: 2

MOTION CARRIED

**7. Visitors' Time**

No one appeared to address the Committee on items not on the agenda.

**8. Other Business**

There was some general discussion on traffic calming. Some localities use the method of narrowing sections of roads to slow traffic in neighborhoods. Dr. Abraham explained how speed humps are installed in residential areas.

Mr. Halsey referred to the crash statistics presented at the March meeting, and asked if there was anything the committee could do to improve the situation. Dr. Abraham indicated that he is still analyzing the data at this time.

**9. Adjourn**

The next meeting is scheduled for May 21, 2003.

Motion by Diefenbaker  
Seconded by Deel

To adjourn the meeting at 8:15 p.m.

YEAS: 6

NAYS: 0

ABSENT: 1

MOTION CARRIED